NEW PUBLICATIONS.

The author of this essay is an eminent Rusgian physician, now residing in New-York, who has denervous system. His thorough medical education, and his official duribs as visiting physician to the largest hospital in St. Petersburg, have afforded him peculiar facili-ties for investigating the subject, and his zeal in striking out a new path of inquiry and observation has been re-warded by remarkable practical success. At a subsequent period, he received a commission from the Russian Government to attend the principal universities of Germany, France, and Eagland, with a view of qualifying himself for a chair of medicine for medical graduates. In that capacity, though devoting himself to clinieal medicine and its collateral sciences, of nervous diseases remained his favorite pursuit, especially under the guidance of the men to whose great discoveries the science of medicine is indebted for its remarkable progress within the last twenty-five years. The treatment of nervous affections by the agency of galvanism has experienced a singular development during that period. Af one time, it was left chiefly in the hands of empiries, the depth of whose ignorance was in proportion to the audacity of their claims, instead of being made the subject of legitimate scientific research. The discoveries of Ocrated and Faraday gave a new face to the practice. With the bors of Du Bois-Reymond in electro-physiology, the galvanic current began to be correctly appreciated as remedial agent. In 1855 Remak commenced his researches in electro-thecapeutics. In spite of his great merits as a scientific discoverer, the announcements of his success were met with general skepticism, and even with ridi-cule, so wonderful seemed the phenomena which he described and the cures which he had effected. Cases in which patients had been restored from a cless condition to habitual health, only served throw doubts on the diagnosis, which had not been verified by a post-mortem examination. Remak answered that it was not his object to establish the truth of his diagnosis by the death of his patients, but to save them from the table of the postmortem operator. In this respect he presents a gratifying contrast to a popular physician in Boston whose skill in diagnosis is unrivaled, but who is said to be always disappointed if his patient recovers, as it deprives him of the opportunity of illustrating his theory by actual examination. Since the death of Remak, a few years since, his rare medical genius is universally recognized. and it is admitted that he has enlarged the sphere of uties by giving it one of its best and most powergalvanic current is the most efficient treatment of nerfor certain morbid conditions. The improved apparatus which was introduced by Remak, and which has been generally adopted by the best electro-therapeutists of Europe, has been employed Neftel with wenderful effect. The practical methods of its application are fully described in this vol ume, together with a record of the cases which have been relieved by the treatment. In the cure of deafness, and other morbid affections of the car, the efficacy of the ga vanie current is remarkable. Several cases of this kind in the practice of the author are described, which cannot chronic sufferers, with whom hearing has long been one of "the lost arts." The sentence of Brenner which the author quotes is significant: "Henceforth a diseased ear cannot be considered as fully examined, and the means for its sure exhausted, so long as the galvanic current has not been used in a scientific manner for these purpases." Perhaps not less extraordinary are the effects of the galvanic current in diseases of the optic nerve, in epilepsy, in asthma (including hay-fever), and several other ills of the flesh which have hitherto defled the resources of the usual medical treatment. It is a matter of congratulation that a remedial agent, which has so often been the instrument of quackery and imposture, should have been so theroughly tested by a man of science and skill, and of high standing in the medical profession.

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New-York, Jan. 1, 1871.

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WOTHERSPOON & Co. mill be carried on place.—Dec. 31, 1979.

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January 1, 1871.

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A DEPOT being established at MENLO PARK, on the N. J. R. H. and T. Co. (Philadelphia Revil), makes it one of the chaicest locations within 20 m less of the Chi Hall. Lots 50 by 150 ft. are from \$200 to \$400 caic, the greater partion of which can be paid in monthly installments of \$610. Full particulars, with tickets to cait the property, can be but at the effice of the MNMO PARK LAND COMPASY. Nex. 150 and 157 Beasiway, Room No. 18.

A NEW COTTAGE in Llewellyn Park, at Orange, N. J., with stable and modern improvements; also a picturesque SUMMER RESIDENCE on top of Orange Mountain, FOR RALE, Apply to the owner, L. S. HASKELL, Orange; or to HAZARD, APTHORP & Co., 110 Broadway, N. Y. JENKINS & WAY, New-Brunswick, N. J.,
Real Estate Brokers and Auctioneers, have for SALE COUNTRY
RESIDENCES, FARMS, and HOUSES and LOTS. The character of
the firm can be accertained by referring to the following gentlemen: Goz.
Randolph, er-Gov. Ward, Senator Fredinghaysen, Wm. B. Taylor, N. T.
Fost-Office; John B. Hill, esq. President of the National Bank of NewJames.

PERSONS wishing to Buy, Sell, or Exchange REAL ESTATE of any description, can apply to or address ROBINSON & SON, Bererly, Burlington County, N. J.

Long Island Real Estate for Sale.

FOR INVESTMENT and to CAPITALISTS

Country Real Estate for Sale.

DUTCHESS COUNTY FARM FOR SALE.— DUTCHESS COUNTY of the property of the carellest condition and in an elass neighborhood. Price \$150 per sere.

M. A. RULAND & Co., 5 Bechman-st.

M. A. RULAND & Co., 5 Bechman-st. LORIDA PROPERTY for SALE.—At Manacres, with 10 feet frost on the river. On the place are two develings, 20 bearing oange trees, a bennan and citron tree, and a good well of water. Titles good. Price, \$5,000. A good what at the place where all the beats stop. Address top. Address the MM JONES. Mandaris. Fig. WM. JONES, Mandarin, Fla.

WANTED—Either a PURCHASER of a PARTNER for the most superior Old Sod, Blue-Grass FARM, 500 acros, 13 miles from Warrenton, Va., on which #10,000 can easily be made annually, fattening cattle, only two good hands required; good iscelling and other buildings; best society, health, sod, and water; three hours from Washington by rail. Have made over 100 per cent fattening statle this year. Price, #25,000. Title per cet. GEO. P. LYNCH, Warrenton, Fauquier County, Va.

The Barlington and Mo. River R. R. Co. Offer about 2,000,000 Acres Iowa and Nebraska Lands for Sale On 10 Years' Credit, at 6 per cent Interest,

No part of Principal due for two years from purchase and afterwards only one ninth yearly. Products will Pay for Land and Improvements.

On these generous Terms the industrieus and compary and pay for a good Farm and Home. In beginning, it is near assemble money enough to pay six per cent interest on the land, obtaines, build a cabin, low a team and agricultural implements.

Apply to Land Commissioner Barlington and Mo. River R. R. Co. For Lova Lands, at BURLINGTON, LOWA.
For Neuroska Lands, at LANCOLN, NEBRASKA.

Auction Bales of Real Estate. BY JOHNSON & MILLER,
AUCTIONERS AND
REAL ESTATE BROKERS,
No. A STATE BROKERS,
City Residences, Stores, Lota, Control Seas, and Farms bought, sold, rented, exchanged, Loans negotiated. Anction Safes of Furniture, &c.

City Property to Let.

78 BEEKMAN-ST.—TO LET.—The STORE and BASEMENT; reat low. Inquire up stairs, or at FORD & SUPPERS, 719 Broadway, corner Tenth-st.

Country Property to Cet.

THE OVERLOOK HOUSE TO LET.

THE WOODSTOCK OVERLOOK HOTEL Co.

WILL LEASE FOR A NUMBER OF YEARS THE WOODSTOCK OVERLOOK HOTEL,

00 miles from New-York, situated on Overlook Mountain, 14 miles con Rondoor, 12 from Kingston, 7 from the West Hurley Station, on the

For further information apply to TAYLOR & STEARNS, No. 1; Pine-st. TO LET (#30 per month), at Passaie, hand-some new COTTAGES. If rooms; beautiful location; three min-ntes from station; 26 trains, commutation 26, per trains, 27 trains, particular sattements and principles. TO LET, for SALE, or in EXCHANGE for

TO LET, or for SALE—At Elizabeth, com-

WINTER BOARD .- A widow lady, baving

Board and Rooms.

Proposals.

U. S. ENGINEER'S OFFICE, Houston and Greene-sts., New York | U. S. ENGINERIA'S OFFICE, Houston and Greene-sts, New-York.

December 12, 1870.

PROPOSALS will be received by the underselved in the plants of a signed until most of Junuary II, 1871, for drilling by machiner holes for blasting, at such points as the Engineer may designate, in the tunnels and shaft at Hallett's Point, Astoria. Said has been from two (2) to ten (10) foci deep, more or less, and from our and three-quarters (14) to two (2) inches is diameter. Details and requirements formshed by the undersigned; a copy of the latter with this astertisement to be statached to each proposal offered.

OFFICE AND U.S. CORT-HOURS, New-YORK CITY, OFFICE OF SUPERIOR SERVINEERS, New-YORK CITY, OFFICE OF SUPERIOR SERVINEERS, Dec. 18, 1870.

WROUGHT AND CAST-IRON WORK.—

SKALED PROPOSALS will be received at the office of the Superintendent until 13 m. January 15, 1871. For farmishing, delivering, fitting, and putting in place the cast and wrought-tron work exhibited in plants, specifications, and schedulers now in this office, consisting of cast-iron columns, bel-plates, dec, and wrought-tron work exhibited in plants, specifications, and schedulers now in the office, consisting of cast-iron columns, bel-plates, dec, and wrought-tron beaus, griders, Mached, delivered, Street, and place complete, within four months after date of written notice to commence the work, and the remainder as rapidly as required by the progress of the work, and as demanded by the Superinten.

dent. The contractors will be permitted the use of the derricks and engines in putting the work in place, without charge, but will be required to pay the time of the men employed in working them, who will be furnished by the Bepartment when required.

Scandoling to be furnished by the contractors.

Proposals will be made by the piece or by weight for the various castings and beams as provided for in the achedules.

The work will not be subdivided among different hidders, but will be considered in the aggregate.

Payments will be made mouthly, deducting ten per cent until the final completion of the contract. where he resides.

The Department reserves the right to reject any or all bils, if it be desired for the interest of the Government to do so; and any bid that is not made on the printed form to be obtained in this office, and does not conform in every respect to the requirements of this advertisement, will not be considered; neither will any proposals be received from pertius who are not themselves cauged in the manufacture of cast or, wroughtfrow work, and who have out the necessary facilities for getting out the eastings or relied beams.

Proposals will be inforsed "Bids for from work," and addressed to CALVIN T. HULBURD, Superintembent.

Steamboats and Railroads.

Steamboats and Railroads.

SAFETY, SPEED, AND COMFORT.

NORWICH LINE.

For Boston, Werresers, Prichinger, Gruten Jenetion, Lowell, Lawrence, Nathua, Mandiester, Concert, Partner, Bratiletone, and intermediate points. The new and einach steamers

CITY OF BOSTON SPEE, VANC.

CITY OF BOSTON,
CITY OF NEW-YORK,
CITY OF LAWRENCE, ad
CITY OF LAWRENCE, ad
CITY OF LAWRENCE, ad
CITY OF NEW-LONDON,
will leave New-York daily (Sunday excepted), as a o'clock p. in., from
Pier 40, North River, foot of Canal and Watte-sta.
For New-London and Nornich, there connecting with Express trains
for the above points, via New London, Northern, Norwich, and Worceser, and Pricen, Hartford, and Kirk Ealireais.
For through tickets and rates of freight, apply at the Office, Pier 40
North River,
New-York, Oct. 13, 1009.

NEPTUNE LINE STEAMERS Daily for PROVIDENCE, BOSTON, WORCESTER, at 4 p. m., from Pier 27, N. R., foot of Robinson et 2.

Cabin face to BOSTON, 42.

To PROVIDENCE, 42.

Frieght at lowest rates. Connect at Providence with Boston and Prov. and Prov. & Reg. et 12.

Reg. of Prov. & Worcester R. R., for all important N. Reg. cities and towns.

FOR BRIDGEPORT and all points on Housa-tonic and Naugatuck Railroad. Fare. #1. Steamers leave Catha

FOR NEW-HAVEN, HARTFORD, and the Connecting with Railroad.

BALTIMORE AND OHIO RAILROAD CO.'S
LNDEPENDENT LINE for the WEST, SOUTH-WEST, and
NORTH-WEST. FIREIGHT received and forwarded by CAMDEN and
AMBOY RAILROAD, Peer 1, North River, and NLAMP PROPRILER LINE, Pier 6, North River, daily. RATES LOW, with quick
capatch. Passengers take the New-Jerser and C. and A route from
foot of Cortinadest; privilege en route WEST of a trip to Washington, D. C. and return without gags cost. The ONLY LINE affording
this opportunity. TICKETS GOOD UNTIL USES.

CENTRAL RAILROAD of NEW-JERSEY.

Passenger and Freight Depot in New-York, foot of Liberty-st. connects at Somerville with South Branch Railroad; at Himpton Janction, with the Delaware, Larkswanna, and Western Railroad; at Phillipsburg, with the Leichja and Suspenhanti Railroad; and Easton, gift the Leight Valley Railroad and its connections, Braning a Circet line to a major than the West, without change of sars, also to Central Pannayivania and New-York State.

WINTER ARIANGEMENT.

Commencing November 24, 1870.—Leave New-York as follows:
6 a.m.—For Baston.
7 in m.—For Baston.
9 a.m.—Work State.

Title a.m.—For Baston.
8 a.m.—Work State.

Title a.m.—For Baston.
8 a.m.—Work State.

Title a.m.—For Baston.
8 a.m.—Work State.

Title a.m.—For Flemington.

Title a.m.—For Flemington.

Title a.m.—For Flemington.

Title a.m.—For Flemington.

Title a.m.—Work Train for Somerville.

Title a.m.—Work Train for Somerville.

Title a.m.—For Flemington.

Title a.m.—Work Flemington.

Title a.m.—Work Train for Somerville.

Title a.m.—For Flemington.

Title a.m.—For Flemington.

Title a.m.—For Flemington.

Title a.m.—Title Baston.

Ti

12 m.—For Flemington, Kaston, Allentown, maner Cunar, Michaelburre, Reading, Cellumbia, Lancester, Ephraia, Pottaville, Harrisburr, &c.

2. p. m.—For Easton, Allentown, and Manch Chunk, and Belvidere.

4:30 p. m.—For Somerville and Flemington.

5 p. m.—For Somerville and Flemington.

5 p. m.—Cincinnati Expansa, daily, for Raston, Bethlehem, Allentown, Reading, Harrisburry, Pittelsurgh, Chicago, and Cincinnati. Sleeping and Palace Care to Pittelsurgh and Chicago. Comnetts at Junction with Delaware, Lackawanna and Western Railroad for Scranton.

5:15 p. m.—For Somerville.

5:15 p. m.—For Somerville.

5 p. m.—For Somerville.

5 p. m.—For Somerville.

5 p. m.—For Somerville.

5 p. m.—For Plainfield Welnesiavs and Saturdays.

1 p. m.—For Plainfield Welnesiavs and Saturdays.

2 p. m.—For Plainfield Welnesiavs and Saturdays.

3 p. m.—For Plainfield Welnesiavs and Saturdays.

2 p. m.—For Pla H. P. BALDWIN, Gen. Pass. Agt.

H. P. BALDWIN, Gen. Pass. Agt.

H. P. BALDWIN, Gen. Pass. Agt.

DELAWARE, LACKAWANNA and WESTBER RAILROAD.

Depots in New York. Got of Barclay at and foot of Christopher-et.
WINI ER ARRANGEMENTS. commensing MONDAY. Nov. 21, 1876.
2:00 a. m. EXPEXES MAIL TRAIN, connecting at Deaville with Boonton Branch, at Dover with Cherter Branch, at Waterloo with Seaser R. R. for Audover and Newtoe, at Washington with the D., L., and W. R. R. for Water Gap. Strondshurg, Seranton, Great Bend. Binghamton, Syracuse and Oswego, and all points on the Lackawanna and Bloomsburg, and Delaware and Holson R. Rids.

11:60 a. m. LEHIGH VALLEY EXPERSS stops at Newark, Morristown, Dover, Harkettatown, Washington, Phillipsburg, and Easton; connects at Philipsburg with Bel., Del. R. R. for Belvidere, &c., and at Kaston with L. V. R. R. for Bethelesmy Allentown, Mauch Chunk, and Wilkesburre.

4:10 n. m. SCRANTON EXPERSS connects at Done with Chunk, and MORRISTOWN, at 3, 11:20, 11:40 a. m., 2:30, 3:20, 4:10, 5:20, 6:40,p. m. Pre SIMMIT and intermediate stations at 6:30, 7:30, and 10:10 a. m., 10, 4:20, and 6:00 p m. POT OHANGE and SOUTH ORANGE, 6:30, 7:30, 9:10, 10:10, and 20 a. m., 1:10, 2:30, 2:40, 4:20, 4:50, 5:30, 6:00, 6:40, 9:50, and 11:45 For NEWARK at 6:30, 7:30, 8:60, 8:40, 9:10, *10:10, 10:30, 11:00 11:20, and 11:40 a. m., *1:60, 2:60, *2:30, 3:20, 3:40, 3:50, 4:10, 4:20* 1:50, 5:10, 5:20, 5:30, 6:00, *6:20, 6:40, *2:00, 9:00, and 11:45 p. m.

rains marked "atop as East Newark. Leave New-Tork for RLOOMPIELD and MONTCLAIR, at \$:40 and :00 a.m., and 2:00, 3:50, 5:10 and 6:20 p. m. 11:00 a. m., and 2:00, 3:00, 5:10 and 6:20 p. m.

FRIE RAILWAY.—TRAINS Leave Depots
I foot of Chambers at m foot of 23d-at, as follows:

Through Express Trains leave Chambers at 9 a. m., 11 a. m., 5:20
p. m., and 7 n. m., daily. Leave 25d-at, allocids a. m., 10:45 a.m., and 5:15
p. m., and 7 n. m., daily. New and improved frawing-Room touches accompany the 9 a. m. train tarough to Burshio, connecting at Hornellarille with magnificent Sleeping Coaches running through to Cleveland and Galion. Sleeping Coaches accompany the 11 a. m. train from Susquebaums to Burslio the 5:10 p. m. train from New York to Hornellaville, Burslio, and the 7 p. m. train from New York to Hornellaville, Burslio, and Cincinnati.

A. Kairgant Train leaves addity at 7:45 p. m.

For Port Jervis and Way, 4:30 p. m. (23d-st., 4:15 p. m.)
For Middletown and Way, 4:3:30 p. m. (23d-st., 3:15 p. m.); and, Sundays only, 4'0 s. m. (23d-st., 3:15 s. m.)
For Oisville and Way, at 7:30 a. m. (23d-st., 7:15 s. m.)
For Newburgh and Way, at 9 a. m., 3:30 and 4:30 p. m. (23d-st./3:45 a. m. 113 and 4:130 p. m. (23d-st./3:45 a. m. 113 and 4:130 p. m. (23d-st./3:45 a. m. 113 and 4:130 p. m. (23d-st./3:45 a. m. 113 and 4:30 p. m. (23d-st./3:45 a. m. 113 and 4:30 p. m. (23d-st./3:45 p. m.)
For Paterson and Way, at 9 a. m., 3:30 and 4:30 p. m. (23d-st./3:45 a. m.; 11:15 (3:43, 3:15) and 6:45 p. m.
For Peterson and Way, at 7 and 7

tFor Piermont and Nyack only. ONG ISLAND RAILROAD. WINTER ARRANGEMENT.

s follows: 8:30 a. m. Greenport and Sag Harber. 10:30 a. m. Northport Way Train. 3:00 p. m. Sag Harbor and Riverhead Express runs through to Green 3:00 p. m. Sag listinor and inversion appress runs introduced port on Saturday nights.
4:00 p. m. Northport Express.
5:00 p. m. Hempstead Wav Train runs to Islip on Saturday nights.
6:00 p. m. Northport Wav Train.
All trains connect at branch for Hempstead. Sunday trains for Roslyn.
All trains connect at branch for Hempstead. Sunday trains for Roslyn.
Blunter's Point at \$2:00 a. m. and 6 p. D. BARTON, Smyt.

All trains connect at branch for nempotran. Sunney state for design Cover, Locata Valley, History, et Husterics, and Northport, leave Huster's Point at 2:30 a. m. and 6 a. m. J. D. BARTON, Supt.

NEW YORK AND NEW-HAVEN RAIL

ROAD

SUMMER ARRANGEMENT.

COMMENCING JUNE 20, 1970.

Passenger Station in New-York, corner of Twenty-seventh-st. and Fourth-seve. Entrance on Twenty-seventh-st. and Fourth-seve. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW-YORK,

TRAINS LEAVE NEW-YORK,

J. (Ex.), 3:45, 4:30, 5:30 and 8 (Ex.) p. m.

For Mirot, Stratuch, Fairfield, Southport and Westport, 7, 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30, 5:30, 6:30, 5:30 and 8 (Ex.) p. m.

For Direct, 7, 2, 11:30 a. m.; 2:15, 4:30, 5:30, and 6:30 p. m.

For Branched, 7, 3 (Ex.), 9, 11:20 a. m.; 12:15 (Ex.), 2:15, 3(Ex.)

For Standard, 7, 3 (Ex.), 5:10, 6:20, 7:15, 3 (Ex.) p. m.

For Green with and intermediate stations, 7, 3, 11:30 a. m.; 2:15, 3:45, 4:3, 5:30, 6:30, 7:13 p. m.

Sundar Mail Train leaves Theory-serenth-st. New-York, at 7 p. m. for Beston, via both Springheld, I am and Shore Line.

For Boston, via Springheld, 2 a. m., 12:15, 2, 4:30 p. m. to Hartford, 3 p. m.

For Boston, via Springheld, 2 a. m., 12:15, 2, 4:30 p. m. to Hartford, 3 p. m.

For Boston, via Springheld, 2 a. m., 12:15, 2, 4:30 p. m. to Hartford, 3 p. m.

For Boston, via Springheld, 2 a. m., 12:15, 2, 4:30 p. m. to Hartford, 3 p. m.

For Roweport, R. I., 12:15 p. m. (Ex.), connecting with steamer across

37. m. Newport, R. I., 12:15 p. m. (Ex.), connecting with steamer across Nermanusci lier, arriving at 2:13 p. m., Por Connecticut Eiver Mallroad, S. m., 12:15 p. m. te Montreal, 3p. m. to Northampton.

Por Hartfurt, Providence, and Fishkill Railroad, S. m., 12:15 p. m. Por Abore these Railway, at S. m. to Norwish and Providence; 12:15,

For Shore Line Railway, at 3 a. m. to Norwiss and Provinces.

100; to New-Loadon, 8 p. mbampton Railroad, 8 a. m.; 3:00 p. m. to forthampton and Williamsburgh.

For New-Liaven and Williamsburgh.

For Housatonic Railroad, 3 a. m., 3 p. m., and 4:30 p. m. to Waterburg-Nor Namezatuck Railroad, 3 a. m., 3 p. m., and 4:30 p. m. to Waterburg-Por Darburg and Norwalk Railroad, 7 a. m., 12:15 and 4:30 p. m. to San-Por New-Commodions Sierping Cars attached to 8 p. m. train: and also to San-Por Mail Train on either Line. Drawing Room Car attached to the 3 a. and 3 p. m. trains. n. and dp. m. trains.

NEW-YORK CENTRAL AND HUDSON RIVER RAHLROAD.—Trains leave Thirtiethest as follows:

8. m., Chicago Express, Drawing room cars attached.

10 a. m., Special Drawing room Car Express for Chicago, No accommodation for Way passengers except in Brawing-room cars.

10:40 a. m., Northern and Western Express, Drawing-room cars attached.

10:40 a. m., Northern and Arrivan. Drawing-room cars attached.
4 p. m., Montreal Express. With Sleeping-cars through to Waterown, Stracess-and Canandaigus. (Daily of Special Control of Sp. m., and Arrivan and Canandaigus.)

4 p. m., and Buffalor also for Chicago, with Sleeping-cars attached, for
stochester and Buffalor also for Chicago, via hoth I. S. and M. C. Railman and St. Louis via Toledor; and Louisville, via Indianapolis. (This
still leave at 6 p. m. on Sandays.)

11 p. m. Night Express, Sleeping-cars attached.
7 a. m. and 5 p. m., Poughkeepube trains.
9 a. m., 4:15 and 6:40 p. m., Peckski'l trains.
5:40 and 6:10 n. m. Slies Sing trains.

30 and 6:10 p. m., Sing Sing trains, 10, 7:30, 31, 4:25, 5:10, 8:10, and 0 p. m., Youkers trains, 0 p. m., Youkers trains, 1:30 p. m., Yonkers trains.
9 a. m., Sunday train for Poughkeepsie.
C. H. KENDRICK, Gen'l Passenger Agent.
New York. Dec. 5, 1070.

New York, Dec. 5, 1970.

NEW-JERSEY RAHLROAD—FROM FGOT 9f. COUTLANDT-ST.—For WEST PHILADELPHIA, at 1:20 and 2:20 a. m., 12:20, 5.* 6:60, 7.* 9:600 p. m. If night, For Philadelphia via Camden 7a. m., i and 4 p. m.—For BALTIMORE and WASHINGTON and The WEST, 7:18 Baltimore, 5:30 a. m., 12:30 and 9:200 p. m. For THE SOUTH AND SOUTH-WEST, 6:30 a. m., 9:20* p. m. Silver Palace cars are attached to the 5:20 p. m. train daily, and run through to Lynchburg without change. For the WEST, via Pennsylvania Railroad—9:20 a. m., 7° and 91 p. m. Silver Palace cars are attached to the 9:30 a. m., 20 and 91 p. m. Silver Palace cars are attached to the 3:30 a. m. and run through from New-York to Pittaburgh, Choimand, and Chicago without change. Silver Palace for ale at foot of Cortinatis, and the position of the Pittaburgh, Chocimani, Louisville, 81. Louis, and thicago without change. Silver Palace for sale at foot of Cortinatis, and depot, Jersey City. (*Daily. † Saturdays excepted.)
Beccmber 4, 18:0. * P. W. JACKSON, General Superintendent. NEWARK AND NEW-YORK RAIL-ROAD,—
DEFOT IN NEW-YORK foot of Liberty-st. North River.
On and after Norember 21, 1770. Jacometer Visit will run as follows:
LEAVE NEW-YORK FOR BERGING-AVE. AND NEWARK—At
£200, 5.00, 7.15, 7.100, 6.15, 5.15, 5.15, 5.20, 10.45 5. m.; 12 m.; 1.00,
2500, 5.00, 5.30, 4.100, 4.200, 4.300, 5.00, 5.30, 4.700, 7.20, 7.40, 9.00,

9-45, 10-45, 12-40 p. m. LEAVE NEW TORK FOR WEST BERGEN—At 6:00, 6:30, 7:15, 2:45, 10:45 z. m.; 5:30, 4:30, 5:30, 5:30, 7:40, 5:30, 10:45 z. m.; 5:30, H. P. BALOWIN, Geo. Passenger Agent. SOUTH SIDE RAILROAD of LONG ISLAND.

FALL AND WINTER ARRANGEMENT.
Commentur MUNDAY, October 12, 1870, from Housevelt and Grandnit A. m., Mail for Patchogue.
115 A. m., Accommodation for Babylon.
2120 p. m. Express for Patchogue, via stage to Belleport and For-

4:30 p. oz., Lip Averamotation, Saturdaya, through to Patchague,

THE MONEY MARKET.

There was no business transacted in Wall-

st, to-day, both the Stock and Gold Boards being closed.

The earnings of the CENTRAL PACIFIC RAILROAD for 1870 reach nearly \$8,000,000, of which about \$3,900,000 is net after paying operating expenses. This is an increase over the previous year in Gross Earnings of \$2,200,000, and in Net Earnings of \$1,300,000.

The earnings for the coming year, by a moderate estimate based upon reliable data, it is believed will exceed \$10,000,000.

The security of the principal, and the assurance of regular and prompt payment of interest which are florded in the valuable property, and immense revenue of the Road render these bonds as safe and reliable an investment as can be made. They are daily quoted on the regular call of the New-York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the U.S.

We deal in them as freely as in Government Bonds, and are prepared to supply them in Exchange for 5-20s., or for new investments at current market FISK & HATCH.

SEVEN PER CENT GOLD LOAN.-The Bonds are se which has a large equipment and is doing a large and rapidly increasing business. The Road connects

ocean over sixty miles shorter than any other route. The Bonds have nearly all been marketed during construction. The few remaining we offer at 934 and interest, in currency. TURNER BROTHERS, Bankers, 14 Nassan-st.

ELIZABETHTOWN AND PADUCAH, Ky., FIRST MORT-GAGE 8 PER CENT CONVERTIBLE BONDS.—We offer for sale the Bonds of the above Railway Company, which is being pushed vigorously to completion, and will connect the important cities of Louisville and Paducah, at 871 and accrued interest. These bonds can be registered at the option of the holder. We recommend the above as a very safe and desirable investment. Full particulars upon application to

NORTON, SLAUGHTER & Co.,

BURLINGTON, CEDAR RAPIDS, AND MINNESOTA FIRST-MORTGAGE SINKING-FUND CONVERTIBLE SEVEN PER CENT GOLD BONDS .- The small remaining balance of the Loan for sale at 90 and accrued These bonds return about double the rate of in-terest which United States Five-Twenties pay, while

the security is as safe and fully equal to that of any railroad bond issued. HENRY CLEWS & Co. 32 Wall-st. Vermilye & Co., Bankers, 16 and 18 Nassau-st., New-York, Offer to investors the following Securities: Long Island Railroad ist Mortgage 7 per cent

Bonds.
SOUTHERN CENTRAL RAILROAD (of N. Y.) 1st Mortgage 7 per cept Bonds.
KALAMAZOO AND WHITE PIGEON RAILROAD 1st Mortgage 7 per cept Bonds (interest guarquited by Lake Shore and Michigan Southern Railroad Co.)

TREASURY DEPARTMENT, STATE OF ARKANSAS, LITTLE ROCK, Dec. 15, 1870.

The coupons due Jan. 1, 1871 on the six per cent Funded Debt bonds of this State will be paid on and after that date upon presentation at the Union Trust Company in the City of New-York.

HENRY PAGE, State Treasurer.

D. B. SICKELS, Financial Agent.

NOTICE.—The interest due Jan. 1, 1871, on the Bonds of the State of Georgia will be paid, on and after that date, upon surrender of the coupons, at the Fourth National Bank, New-York.

Bonds of the State of Georgia, as they mature, will be paid upon presentation at the Banking-House of HERRY CLEWS & Co., 32 Wall-st., New-York.

RUFUS B. BULLOCK, Governor.

Exercisive Decorates 18 State of Georgia, Ailanda. Executive Department, State of Georgia, Atlanta, Nov. 19, 1870.

NEW-YORK CATTLE MARKET.

| NEW-YORK CATTLE MARKET.
| RECEIPTS | STATE | SPORT |

PRICES OF CATTLE TO-DAY.

cattle for A. ann., & Description 74 cwt.

T. Reyan sold a car Canada steers, oxen, and heifers, 6 cwt., average at 11½c.

Bright & Fugan ran out a car coarse Michigan working oxen, poor, 7½ cwt., at 487 each.

Culver & Co., for Kendall & Turner, 58 fat 8½ cwt. Kentucky cattle at 15 5 16c.

D. McElwee sold 52 mixed State cattle, all weights, at 93 16c.

9:16c.
At Weehawken, N. Morris had 30 cars; P. McCaff, ey, 10 cars; Ulery & Goff and J. Binns, 5 cars each, with 1 cars state cattle in small lots. Sales of the Morris cattle in W. E. Dudley, 110 Texans, 6 cwt., at 12;c.; 100 Illinois and 47 Cherokees, by Toffey & Sons, 51 cwt., at 12;c.; and 10 Illinois, 61 cwt., at 13;c. Seigel & Meyers soid 172 Illinois, 71 cwt., at 13;d 51;c. S. Ulery soid 84 good 71 cwt. Kentucky cattle at 13;d 51;d.

S. Ulery sold 8i good 7j cwt. Kentucky cattle at 13j & 15jc.

J. Ayrault had a car 6 cwt. State steers and heifers sold at \$75 per head.

P. F. Cary, for J. Binns, \$9 Ohio steers, \$j cwt., at 14\$16c. At Communipaw S. W. Allerton & Co. had 19 cars, mostly for slaughter; Coney & Mel'herson, 12 cars; M. J. Templeton, 7 cars; J. B. Hunter, 6 cars; Hedges & Taylor, 4 cars, besides several scattering lats.

Coucy & McFlerson were selling 113 Blinois steers for Templeton, 74 cxt., that top, at 13\$\frac{1}{2}\$16c; 142 of their awn uneven Illinois steers at 13\$\frac{1}{2}\$16c; 142 of their awn uneven Illinois steers at 13\$\frac{1}{2}\$16c; 142 of their awn uneven Illinois steers at 13\$\frac{1}{2}\$16c; 0.0 \$\frac{1}{2}\$2 cwt. 62 for Hedges & Taylor, 6] cwt. at 13\$\frac{1}{2}\$40c. B. Westhelmer run out 28 good 8 cwt. Ohio cattle for W. Snyder at 14\$\frac{1}{2}\$14\$2c.

J. H. Dalbey, for J. B. Hunter, 101 Texans, 50 of them 1,100 fb. at 116c., 55 fb. \$\frac{1}{2}\$ cwt., with 13c. offered for the balance, which were fat 7 cwt. steers.

COWS AND CALVES are unchanged in price, with a

balance, which were fat 7 ewt. Steers.

COWS AND CALVES are unchanged in price, with a good demand for (at milk yeals. They are rapidly failing off in numbers as the season netwaces. There is a fair supply of hors-fressed calves, for the best of which 16(c, and tor-freshwally 17c, are obtained.

SHEEP. Receipts of 21,127 for the week, are 12,600 files than instruction and still there is no lack, nor can the prices to advanced. The agest of to-day were on sale, it cars at Weeksawan, 8 at Community w, and 7 at Forty-cigh as t. We quote them at 112cc for thin to fair lots, and specific for good to extra. There was very little for a time of the 12 to many lots, and 12 to 17 to 18 to 18 to 19 to 19

WE HAVE, this day, admitted Mr. WM. B. WALSWORTH as Pariser in our House. LEONARD, SHELDON & POPERS, Brathesfer Shringfeld, Charge, Halade, Northern Brathesfer Shringfeld, Charge, Halade, Ha

FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New-York, Jan. 2, 1871.

INDIANAPOLIS, BLOOMINGTON AND WESTERN cured by a mortgage over 205 miles of completed railway, from Indianapolis, Ind., west to Pekin, Ill., with most of the leading lines to the Atlantic and Pacific, making a central trunk route from ocean to

WILLIAM ALEXANDER SMITH & Co., HALLGARTEN & CO.